AGAIN. A REPORT ABOUT A BIG MANUFACTORY-A BAD

STREET LEADING FROM RIVERSIDE DRIVE-

NEW ROADS IN NEW-JERSEY-THE TRIP OVER THE HUDSON COUNTY BOULEVARD.

The story is current that one of the oldest and largest manufactories of bicycles is going to make chainless wheels almost altogether for 1897. Various circumstances are quoted which lend Various circumstances are quoted which lend color to the rumor, most important of all being the fact that this company has bought the patents for the device. Many experienced riders were favorably impressed with the chainless wheel which was on the market a few seasons ago. The company which made it went into bankruptcy, however, and this style of machine has virtually disappeared. The reason given for the failure was not that the product was unsalable, but lack of capital.

With the improvements that have been made in bleycle mechanism in the last two or three years, it would be practicable to turn out a chainwheel which would be far in advance of the old one. The chain is, after the tire, the most troublesome part of a bicycle. Some place it at the top for possibilities of annoyance. Nuts come unscrewed, rivets break, the chain wears too loose and is always getting dusty. It needs constant care, for it easily becomes "kinky," and when not in perfect condition, increases the friction greatly. It is true that the chain runs more easily than did the old bevel gear, but its disadvantages might overbalance this consideration. if the chainless mechanism were improved. The difference in weight is not considerable, as the rod is inclosed in a light aluminum case.

Extensive improvements are making on Riverside Drive, the annual appropriation being considerable, and wheelmen could wish that a few hundred dollars of this sum be spent on the street running from Claremont down the hill to Twelfth-ave, and One-hundred-and-twenty-ninth-This street begins just north of Grant's tomb, and two-thirds of the way down makes a sharp turn to the left. Last year, a sidewalk was laid along the east side of the first stretch, and loose earth was spread on that part of the roadway. earth was spread on that part of the roadway. Past the turn, however, the street is a mass of rocks, many of them of considerable size, and to ride over them involves risks of a fall or of injury to one's bicycle. The dumping of a dozen carts of earth here would be some improvement. The street gives the most direct route from Riverside Drive to the Fort Lee Ferry, and if in fair condition would be much used. Instead of going that way, wheelmen now usually ride from the Drive down One-hundred-and-twenty-secondst. to the Boulevard, up to One-hundred-and-twenty-fifth-st., and thence west over the granite blocks.

The man who won't keep to the right is still to be met with. Sometimes he is merely using the best side of the road, and out in the country this is not a serious fault. But oftener he is careless or ignorant. Often the only explanaracing fashion. Six of the ilk crossed the new Central Bridge over the Harlem, not long ago. place, apparently, for new marks to according to the first in Central Park, just south of One-hundred-and-tenth-st. The West Drive turns here with a sharp descent. Overhanging rocks shut off the view Somehow, novices have a fondness for climbing this hill on the wrong side of the road, although cyclists coming from the opposite direction are likely to be moving at a swift pace. That there have not been more mishaps here is due to the caution of those going north. It seems that only a collision will some people to keep to the right, where belong.

There seems no obstacle now to beginning work on the cycle path from Trenton to Asbury Park, which is to be the first fruit of the Francis law, enacted at the recent session of the New-Jersey Legislature. The route has just been laid out, as follows: Trenton to Yardville, to Allentown, to Clarksburg, to Ely, to Smithto Allentown, to Clarksburg, to Ely, to Smithburg, to Freehold, to Turkey, to Farmingdale, to Hamilton, to West Asbury Park, to Asbury Park. The distance is forty-five miles. Wheelmen of Monmouth, Ocean and Mercer counties, at a meeting held in Freehold, adopted this route after careful consideration. It is interesting to note that a number of farmers were present and promised aid in building the path. Two townships, Neptune and Howell, have already voted the money for that section of the path within their limits, and others are to take similar action at once. A spur from Farmingdale to Lakewood is an early probability.

The public has recently been informed that the Rev. Dr. David Gregg, of Brooklyn, is a believer in the bicycle, although not a rider himself, and that he does not object to Sunday riding save as it takes people away from church services in the forenoon, and that the Rev. Dr. Lindsay Parker is an enthusiastic bleyele rider and believes there is no better form of exercise for clergymen or other people. Another accession to the ranks of Brooklyn ministers who ride is the new rector of Holy Trinity Church, the Rev. Dr. S. D. McConnell, who has been in the Princetony games. The good points of the fore the public has recently been informed that the Rev. Dr. Substitute and the Rev. Dr. David Gregg, of Brooklyn, is a believer in the bicycle, although not a rider himself, and that he does not object to Sunday rider himself, and that he does not object to Sunday rider himself, and that he does not object to Sunday rider himself, and that he does not object to Sunday rider himself, and that he does not object to Sunday rider himself, and that he gevelally. It is a felding is loose and sometimes self, and that he gevel himself, and the green himself, and the reverse made to the never made to the never made to the public has recently here.

Enthusiasm marks the movement in favor of good roads all over New-Jersey. The State appropriation of \$100,000, to pay a proportion of the cost of new roads is altogether insufficient to meet the demands upon it. Petitions for part of it are especially heavy in Essex, Merpart of it are especially heavy in Essex, Mercer, Burlington and Atlantic countles. A macadam road from Camden to Atlantic City, which would be extremely popular with Philadelphia wheelmen, is in prospect. The two end sections are already in existence, and Atlantic and Camden counties have joined to complete the intermediate part. It is estimated that New-Jersey now has 1,000 miles of stone road, with fifty more building.

The reviewing-stand of the cycling parade on Riverside Drive is opposite Grant's Tomb, where there are numerous park benches. Here idle spectators sit, and here rest many riders. There is a capital chance to observe costumes. An hour's scrutiny one pleasant afternoon lately gave the impression strongly that the standard of dress was higher now than it was a year ago, just as there was an advance in 1895 over 1894. Many attractively garbed women were seen, but the change was chiefly notice-able among the men. Early in the present out-burst of cycling enthusiasm it was thought by many that any old clothes were good enough by many that any old clothes were good enough to wear for wheeling. Men put on trousers with the legs frayed at the bottom, and old athletic shirts and sweaters. Such combina-tions are still to be seen, but they are rare. The number of men who are conspicuously well dressed is large, and in general riders garb themselves for the sport with as much care as they do for business. However, the man who rides in a cutaway coat with the tails reaching his rear wheel is still in evidence.

There was a striking contrast between two young women who may be described as "new" and one who, for the purpose, may be classed as "old," in Central Park on a recent morning. Doubtless the two felt themselves to be thoroughly up to date. They rode diamond-frame wheels, and wore knickerbockers. Their short waists and jackets were as masculine as postible, and their headgear were ordinary men's caps. It was in entire keeping with this garb that they should ride monkey fashion, with pronounced "bicycle hump," and should chew gum industriously. They passed a young woman who had gone to the other extreme of woman who had gone to the other extreme of drees. She wore a regular street gown, and a handsome one, too, with bright trimmings and elaborate ornamentation. She had on a fancy hat with nodding flowers. Inappropriate as was her gown, it was at least far more agreeable to look on than the garments of the other two. At the same time, there were dozens of feminine cyclists in the Park clad in costumes at once practical and attractive.

Port Jervis to the Delaware Water Gap is soon to have a trolley road along most of its length. The line is to run from Port Jervis to Stroudsburg. Penn., and the contractors threaten to have it finished this year. The section between Port Jervis and Milford is to be in operation by July 1, according to the expectation of the by July 1, according to the expectation of the directors. The trolley road will not interfere materially with cycling, but in the view of many riders will rob the trip of some of its charms. The "scorchers" may find here a capital chance to try their speed agairst that of the electric cars, as the going is superb and the traffic light. If the company will carry wheels, the line will be of service in case of a bad puncture or other mishap, or to women whose strength gives out before the end of the journey.

THE CYCLING WORLD. | York or Brooklyn is that it involves no necessity of reversing on one's self, but the rider can easily make a complete circuit. One can take the fine road in Hudson County in either direction, or on one trip in one direction and on a second in the other, and it is not a bad idea before starting to look at the direction of the wind. The boulevard is over fourteen miles long. wind. The boulevard is over fourteen miles long. Starting from Madison Square, for example, the Boulevard on the west side of the Hudson can be best reached either by the Forty-second-st. or the Fort Lee ferry. Assuming that the former is chosen, and that the general direction of the wind is northerly rather than southerly, the route is up Madison-ave. to Fortieth-st., through Fortieth-st. to Eleventh-ave., and then up to Forty-second-st. and to the ferry. After reaching Weehawken, there is a long climb up the hill, which is too steep for the ordinary rider to "tackle." and from near the top the route to the Boulevard is readily discerned.

its attractions are now so well known. It is a pleasant ride, although the immediate surroundings of the road are for the most part of a shabby description, and few distant views are afforded. The road turns here and there in a charming way, and there is a pleasant diversity of up hill and down. An agreeable place for a pause is at the crossing of the Pennsylvania Railroad tracks, which are at about the halfway point. The work of the drills on the mass of rock that is being cut away many feet below the level of the road is interesting. Passing through Hoooken, Marion, Jersey City, Greenville and Bayonne, one comes at length to Bergen Point and finds himself at the end of the Boulevard and on the shore of the Kill von Kull. A turn to the left, and a ride of a block and a half, mostly on the sidepath, brings the rider to the ferry to Port Richmond, Staten Island. From here to St. George is just four miles of not very good riding, and a second ferry ride lands the wheelman at the Battery. From here it is possible for experts to make their way uptown without extreme difficulty, but that trip is to be avoided by most except on Sundays, when the streets are comparatively deserted. The best way is to cross to Brooklyn by South Ferry, taking care to avoid Hamilton Ferry, which is close alongside the other. South Ferry is only a few yards from the Staten Island Ferry, and on crossing the East River the landing is at Atlantic-ave. From that point the best route to Prospect Park is by Atlantic-ave, Clinton-st., Schermerhorn-st., Nevinsst., Dean-st., Flatbush-ave, Sixth-ave, and Lincoln or Berkeley Place—all the way on asphalt except a few blocks on Atlantic-ave, and about 250 yards on Nevins-st. From Prospect Park the route is by the Eastern Boulevard and Bedford-ave, to Broadway, within three blocks of the Twenty-third, st Ferry. The best way to get mostly on the sidepath, brings the rider to the Bedford-ave, to Broadway, within three blocks of the Twenty-third-st. Ferry. The best way to get to Madison Square from the foot of East Twenty-third-st. was described in The Tribune a week ago. This entire circuit is about thirty miles in length. The money outlay is 20 cents. Five ferries are crossed; the fare on four is 5 cents each, and on the Staten Island Ferry it is 10

The wind as an obstacle to enjoyment on the wheel is something well worth taking into ac count. On the route just described, as has been said, it can be determined in advance in which tion for his violation of the rule for safety is a singular thing, as experienced wheelmen have that he is a "road hog." Sometimes he goes in observed, that there is considerable difference in droves. He always has his handle-bars low, in the obstruction which the wind affords to progcannot be explained except that it was their nature to be stupid and blundering. A favorite place, apparently, for new riders to keep to the left is in Central Park, just south of Crab to the left is in Central Park in the left in the left in the left is in the left A group of riders who went out on Long Island a week ago yesterday found the northeast wind a serious obstacle all the way for the thirty miles they travelled. It was a steady fight for nearly four hours, and although they were on macadamized roads nearly all the way, at times they were not able on upgrades—not hills—to make more than four or five miles an hour. Of course, they regretted greatly that their journey was not in the opposite direction, but on the return trip in the afternoon, as a malign fate would have it, the wind had died out to a large extent and they did not get the benefit of it as they expected.

Mention was recently made in this column of the opening of a place near the Brooklyn terminus of the Bridge for the storage of wheels rid den downtown by Brooklynites doing business is New-York. The fee charged for checking a whee r the day was at first 10 cents, but this has en cut in two, and considerable business is

Lindsay Parker is an enthusiastic bleycle rider and believes there is no better form of exercise for clergymen or other people. Another accession to the ranks of Brooklyn ministers who ride is the new rector of Holy Trinity Church, the Rev. Dr. S. D. McConnell, who has been in the habit of using the wheel freely in Philadelphia. The Rev. Dr. Robert J. Kent, of the Lewis Avenue Congregational Church, is one of the newest members of the League of American Wheelmen. The same is true of the Rev. Dr. W. M. Grosvenor, who recently succeeded the Rev. Dr. Arthur Brooks as rector of the Church of the Incarnation, in this city. Incarnation, in this city.

From some quarters come reports that school officers have issued orders that no students shall be permitted to ride their bicycles to school, while in other cases the trustees have been liberal enough to erect racks for the benefit of those who ride. At the Boys' High School, in Brooklyn, the use of bicycles is encouraged, and Brooklyn, the use of bicycles is encouraged, and under the direction of Dr. Mickleborough, the principal, two rooms in the basement of the building have been fitted up with racks so that wheels can be kept safely during school hours. Certain of the racks have been appropriated by certain boys, who have attached their names to them and thus assume a sense of ownership. One of the boys who ride a wheel regularly to this school is the son of a member of the Board of Education.

A new suggestion in reference to the return Cycle Path was made to Commissioner Woodruff one day last week. He was called up on the telephone by a physician living on the Park Slope, who said that it would be a great mistake to have the two paths separated by the wide driveway of the Boulevard, making them more than 100 feet apart, and that the fun of riding would be spoiled by the fact that riders were not going to see other people's faces at all, but would see nothing but the backs of their heads all the way to the Island and all the way back. The physician's idea was that the new path should be placed elongside of the old one, and he suggested that the west roadway, which is now being macadamized, should be used for this purpose. He was told that the law provides for a cycle path on each side of the ocean parkway; that it was drawn up by the wheelmen themselves, who, presumably, knew what they wanted, and that it was now too late to make any change. The Park Commissioner frankly admitted that some of the pleasure of riding would be destroyed by the circumstance that when one went down the road he would not meet his friends, and world be unable to tell, unless by chance he saw them on the other side of the Boulevard, whether they were out or not. way of the Boulevard, making them more than

It seems to be settled that Long Beach will be one of the wheelman's Meccas this year. There is no finer beach within reach of New-York, but hitherto the only way of reaching it has been by rail, as a railroad bridge alone connected it with the mainland. A regular bridge is to be constructed, however, and thus Long Beach will be made accessible to those who wheel and drive. It will be a most delightful run, taking in a part of the famous lightful run, taking in a part of the famous Merrick Road, and giving the perspiring wheeler a chance for a dip in the waves of the Atlantic at the end of his outward trip. To be sure, he can get this at Coney Island, and likewise at Far Rockaway, but the ride to Long Beach, if the bridge-building plan is carried out, will be sure to be a popular one. The beach can be easily reached even by those who set out at a late hour on Saturday, and, after a bath and a night by the seashore, in what a superb condition the rider will be for his Sunday spin.

lished the right to use the walks on the outside of Prospect Park, and the right has been established by the action of the Park Commissioners for a series of years. More was done by Commissioner Squier than by any one else, but before the close of his term he undid a part of One of the advantages of a ride over the Hudson County Boulevard for the wheelmen of Newwas cut away for their accommodation. The

revised policy in this matter is being pursued by Commissioner Woodruff, but at the same time he is making provision for the comfort of the wheelmen by improving the walk along Flatbushave. It was badly washed out by the rains of the fall and winter, but gravel is now being placed on it, and when this is once hardened down riding here will be easy. Many riders prefer the route just outside of the Park, because there is a little less hill-climbing than in the Park itself.

TO SETTLE THEIR DIFFICULTIES. PENNSYLVANIA ARBITRATES WITH HARVARD AND HOPES TO BE RECONCILED WITH YALE.

nouncements this week have served as the topic of conversation among the student body. One was that Pennsylvania and Harvard had agreed to arbitrate their differences on the eligibility rules; the other was that a reconciliation between Yale and sentatives of Harvard and Pennsylvania had failed to come any nearer to an agreement, and had put the matter entirely in the hands of Caspar Whit-Williams and Brooke is of great importance, as upon these two will depend to a great extent the at Swarthmore before entering the university, and Williams at Oberlin, and by Harvard's rule both would be deberred. Pennsylvania claims that these wo institutions are not of the class of Harvard's feeders, St. Paul's, Andover and Exeter.

Several things point to the reconciliation with Yale, The first evidence was when Pennsylvania advocated

students on football.

In Mr. Camp's football talk on the evening after the relay races he paid a high compliment to the players of the team and to Coach Woodruff, whose work he commended as unsurpassed. He attributed Pennsylvania's main success to what he termed "spirit."
The baseball team was badly defeated by both Georgetown and Brown, owing to the fact that the pitchers are rather weak. However, after the Brown game the team "took a brace," and good hard practice was indulged in, with the result that the strong Lafayette nine was defeated on Wednesday by the score of 1 to 1.

WHEEL AND TURF IN AUSTRALIA. AMERICAN EICYCLISTS WIN HONORS-COLONIAL

HORSES SUCCESSFUL IN INDIA. Vancouver, B. C., May 2.-The following advices from Australia, under date of March 27, have been

cently held in Sydney, N. S. W., the average attendance being over 20,000. At the international meeting many foreigners were entertained, among them be-Martin, the American expert. Payne, another won the paced mile. The one-mile international Martin, of New-York, second, and Lewis third. Time, 2:58. The Australian Cup race, a two-mile Martin, of New-York, second, and Lewis third. Time, 2:58. The Australian Cup race, a two-mile handicap, was run in four heats, W. Martin winning the first, Pither the second and Miller, the third. The final was a fine race between Martin, Pither and Miller, the latter winning in 4:57%. The honors of the meeting were divided between C. Megyon (the one-mille chaimjoin) and W. Martin, of New-York, with Parsons (the five-mile chaimjoin) at close second, in the mile-and-a-half first-cass handicap, Martin beat Parsons by such a small margin that those around the post were undecided as to the result until the judge gave his verdict. Martin was scratch; Parsons had ten yards, second; Megson, ten yards, third. Time, 4:23%. The international meeting was a success professionally and financially, and large purses were awarded.

Parsons recently published a card in Sydney newspapers denying a statement of Walford, Zimmermann's ex-manager, that he received a sum of money to allow Zimmermann, the American cyclist, to win the haif-mile championship of Australia, at Sydney, during his recent Australian four.

The Australian running-horse breeders are migrating in large numbers to India. At a recent race meeting at Lucknow the Australian four-year-old Fortunatus won the Grand Annual Siceplechase of 2,00 sovereigns (15,600). Other Australian entries, Little Lady, Ding-Dong, Colleen, Jaia and Medley won at other points. At Bengal over thirty-four Australian entries are reported, while at Calentia many other colonial entries are carded. The success of Fortunatus and other entries has caused a stir in Australian horse circles and an exodus of leading stables is expected.

YALE THINKS HER NINE IS POOR

VALE THINKS HER NINE IS POOR.

BUT THE TEAM ALSO HAS ITS GOOD POINTS-

for an uptown and a downtown track, each 12 feet wide, with elevators about a mile apart for the conveyance of bicyclists and their wheels to and from the game with Brown. The Infield, specially, is far below the average of this time of the year. Its fielding is loose and sometimes ow, the throwing wild, and it is likely to beside of the year. Some changes have been made in the team. De Saulies is now playing second base inside of the Year. ome "rattled." Some changes have been made in fore the Princeton games. The good points of the team are the outfield, which is almost perfect, and Greenway in the box, who is pitching extremely fine ball. The first good work of the season was The team played a fine, sharp fielding game, and bunched their hits well. As there has been marked

The exceptionally fine weather this week has aided the crews materially. Both 'Varsity and freshaided the crews materially. Both 'Varsity and freshman crews have made improvement in speed and finish, and the week has been one of hard and careful work Armstrong, '25 S, captain of hast year's crew, and Percy R. Boiton, '39 S, are the only graduate coaches who have been in attendance. The good form of the class crews this year is remarkable. The 'varsity has rowed several informal races with them, and in not one case has a class crew been beaten except by the hardest work. Some argue from this a poor university crew. But this is only partially true. Captain Treadway has made it his policy to allow al. 'Varsity suins to row on their class crews this year, in preparation for a lively spring regulta. This strengthens the class crews, at the same time doing much to make rowing more general throughout the university, and is one of the wisest steps that has been taken in rowing at Yale this year. The men have been coached especially this week on the difference between a quick catch and a hard catch. The crew as it is rowing now and will probably row at Henley is made up thus: Stroke, Langford; 7, Captain Treadway; 6, Longacre; 5, Balley; 4, Rodgers; 3, Beard; 2, Brown, and bow, Simpson.

TRIBUTES TO HUMAN BRAVERY.

From The Charleston News and Courier.

The Rev. Robert Wilson, of St. Luke's Episcopal Church, says: 'In 1831 I met in Richmond a Colonel McCoy, of Pennsylvania, who had been a gallant wearer of the bate. We got quite chummy over a 'mixed wood' camp fire, and, wishing to put him at his ease, I told him the story of Kershaw's magnificent reconnolssance at Fredericksburg, which can never be too often repeated. An orderly had arrived in hot haste with a command for General Kershaw to have the enemy reconnolired at all hazards from a knoll which was swept by the fire of the sharpshooters of both armies. Every bush and tree had been cut away by the storm of bullets, and it looked like certain death to the man who should attempt It. Calmiy slinging his field glass, and turning over his command to the next officer in rank, Joseph B. Kershaw rode slowly up to the death trap, into which he would not send any other man. The sight of his heroic action as he sat amid the whistling minies, sweeping the opposing ranks with his glass, was too much for the chivairy of the Yankee commander, and the order went down the Federai line: 'Cease firing on that officer!' The rifles became silent, the reconnolssance was finished, and, ratsing bis cap in acknowledgment, Generai Kershaw quietiy rode back at a walk, unharmed.''

"It was a spiendid incident," remarked Colonel McCoy, 'but I can cap it with a personal expertence of the chivairous disposition of your men. I was on General Meade's staff near Richmond, and one morning, with the General at our head, we rode down to take a look over the river. As we turned sharply out of the bushes and came out on the bank, we found ourselves in point blank range of a Confederate picket drawn up on the other side. A volley would have emptied every saddle, for we were entirely at their mercy; but it would have been murder, for they could not cross and capture us, Recognizing General Meade, the commander of the detachment ordered his men into line, and they presented arms. We raised our caps in grat From The Charleston News and Courier,

A REAL FISH STORY.

From The Ellsworth (Me.) American.

We give every one fair warning that this is a fish story. More than that, it is a story of a fish with legs. Now, all who are not prepared to believe may stop right here, for this is a true story, and to doubt it would be to question the veracity of one of Ellsworth's best citizens, a man held high in the esteem of his fellows, and whose word is good. This is the story as he told it to "The American" reporter:

Some years ago he was employed in lumbering on the west branch of the Penobsot. His camp was at North Twin Lake. In camp with him was a man who declared he had caught trout with legs. Of course he was laughed at, but bided his time to prove his story. One Sunday he proposed to the Ellsworth man a fishing trip. It was a ten-faile tramp across country to the pond he wished to visit, but that was considered but a short jaunt to these woodsmen experienced in the use of snowshoes.

The trip was made, and in the course of a few hours fishing a dozen or more trout were caught. As the Ellsworth man stooped to pick up his fish he noticed something peculiar about one of them that From The Elisworth (Me.) American.

was breathing his last. In unison with the opening and the closing of the gills something having the appearance of legs was stretched out from the fish's body. He called to his companion to see what manner of fish he had caught, but that individual calming remarked: "Oh, that's one of those trout with legs I was telling you about; they're all that way in this pond."

legs I was telling you about; they're all that way in this pond."

Examination proved this to be the fact. Each fish was supplied with six legs—three on each side—which folded so closely to the body as to be hardly noticeable except on close inspection. But they were legs sure enough. The pond where these remarkable fish were caught is situated on Saddleback Mountain. It is a small pond, covering only about twenty acres, and has neither inlet nor outlet. It is said that there is a similar pond on Mount Katahdin where the six-legged trout are caught. The fish caught by the Elisworth man were exhibited at Bangor. He will not say that the trout may still be caught. Possibly they have taken to the land and walked off.

MESSENGER BOYS TO RIDE WHEELS.

THIS MORE THAN COMPENSATES FOR THEIR DIS-

COMFITURE OVER THE DETESTED

Strange to say, there were no signs of an imme diate revolution down at the Western Union Telegraph Building yesterday afternoon, and strangstill, the management are not anticipating any stern uprising on the part of the hundreds of youthful employes of the American District Messenger service. Not one of the youngsters has been found in the immediate vicinity of a dynamite factory at any time unless on business connected with the com-This well-nigh passes belief, considering the reform that the officials announced must go into

In addition to their other clothing of the regulation make and pattern, eliver buttons and all, the boys must wear at the throat an old-fashioned hook and eye. Again, the former cap badges, with their black enamel faces, must be changed to one of larger design and of more elaborate trimmings, but infinitely more comfortable because made of aluminum. This innovation of the hook and eye was the rock on which the friendly relations hitherto exist ened to split wide open, for who ever heard of a boy who did not detest the very mention of the things, whether they wear a "hump" or not. It smacks of girls and dresses and other articles of apparel about which a boy knows little or nothing and cares a "mill site" less. Yet it is a very simple matter The coat is buttoned to the collar, and then, to keep The coat is buttoned to the coma, and the coat is buttoned to the community the collar close to gether and making the wearer look reat and trim. But the thought of the apparent degradation over the hook and eye is swallowed up in a distinct victory over the inauguration of a new plan. The company is about to place in service a lot of bicycles as

the hook and eye is swallowed up in a distinct victory over the inauguration of a new plan. The company is about to place in service a lot of bicycles as
an experiment, and not one boy of the army employed would think for a moment of kicking about
so small a thing as a hook and eye. Twenty bicycles
are to be put on at once as a "flyer," and if they
work well under the guidance of the youngsters, the
number will be increased. These bicycles are furnished, of course, by the company.

Superintendent Skelton was asked yesterday
where the boys learned to ride. He said as a
matter of fact he believed that a good many of them
have been attending the riding academies. Then at
various times messengers have been called by
business men who had ridden downtown to take
their wheels home. It is dollars to dimes as a
wager that if a wheel were intrusted to any active
hoy to be taken uptown he would experiment with
it more or less on the way. If he could ride already,
why so much the better. The wheels which have
been secured already are arranged for equitable
distribution. Some will be retained at Twentysixth-st, and Broadway for service generally among
the offices in that locality and others at Fiftyeighth-st, and Fifth-ave. Another station will be
at Seventy-second-st, and cloumbus-ave, for service north and south in that district of asphalt streets
and avenues. It has been decided that the service
south of Fourteenth-st, shall be confined to the
trains of the elevated roads, as the boys can make
better time, the thoroundrares being so crowded
with vehicles as to render progress slow.

To-morrow morning a preliminary outling will be
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PROPOSED BICYCLE TRACKS.

THE LATEST ELEVATED RAILROAD PLANS OF LAWSON N. FULLER.

Lawson N. Fuller appeared before Mayor Strong the Taxpayers' Alliance of the Twenty-third and proposed double blevele road to be built over the for an uptown and a downtown track, each 12 feet

GRANT AND CRUGER NAMED AGAIN.

REAPPOINTED AS POLICE AND PARK COMMIS-SIONER RESPECTIVELY.

Mayer Strong yesterday reappointed Colonel Frederick D. Grant a Police Commissioner, for a full term of six years, and also reappointed Colonel S. Van Rensselaer Cruger a Park Commissioner for the same term. Both were immediately sworn in by the Mayor and eigned the Mayor's appointment book. Colonel Grant was first appointed a Police Com missioner by Mayor Strong when he removed Charles H. Murray and Michael Kerwin, Platt Republican members of the Board, last May, and put Theodore Booseveit and Colonel Grant in their places. At the same time Commissioner A. D. Parker was ap-pointed to succeed James J. Martin, Tammany. donel Grant, who was appointed in the place of General Kerwin, was the first Commissioner to end

Colonel Grant, who was appointed in the place of General Kerwin, was the first Commissioner to end his term, which expired on May 1.

Colonel Grant is the eldest son of General U. S. Grant, and served on his father's staff in the latter part of the war. After Colonel Grant's graduation at West Point, General Philip H. Sheridan appointed him an alle-de-camp with the rank of lieutenant-colonel. Colonel Grant resigned from the Army several years ago. He has always been an ardent Republican. In 1887 he ran on the Republican ticket for Secretary of State, and two years later President Harrison appointed him Minister to Austria-Hungary. He had the place for four years, and until after Cleveland's re-edection. The salary of a Police Commissioner is \$5.00 a year.

Colonel Cruger became a Park Commissioner last November, when Mayor Strong accepted the resignation of his first Park Board, and appointed Messes, Cruger, McMillan, Silies and Ely in their places, Colonel Cruger was elected president of the Board, the only salaried Commissionership. Colonel Cruger was elected president of the Board, the only salaried Commissionership. Colonel Cruger served in the Army with distinction during the war, Like Colonel Grant, his political affiliations have been unformly Republican. At different times he has been chairman of the Republican County Committee, and in 1888 he ran on the Republican teket for Governor. It is unserstood that Colonel Cruger will be re-elected president of the Park Board. The salary is \$5.00 a year. Colonel Cruger hay that his reappointment was gradifying to him, as indicating that the Mayor was satisfied with the way in which he had discharged the duties of the office during the last year. Colonel Cruger said that he took it for stranted that his course had been satisfactory to Mayor Strong, otherwise the Mayor would not have offered him a reappointment for six years.

WHEN THE SPEAKER BECAME THE "CZAR," From The Washington Post.

From The Washington Post.

It is not known to five out of a hundred statesman in Congress how Speaker Reed came to count a quorum in the List Congress. It is known to still less that the only man in the Speaker's confidence on the subject was "Joe" Cannon, chairman of the Committee on Appropriations in the present Congress.

Mr. Reed conceived his purpose to count a quorum as the only alternative of maintaining his authority in the House and the position of the Republicans at a very early stage of the session. His only confinant was Cannon. He and the Speaker were closeted on the proposition for several days. Everything was considered and every chance was carefully weighed. Reed knew that he was taking a desperate responsibility and that nothing was sure as to what the position of the Republicans would be. The fact that without consulting his party associates he determined upon his first-conceived purpose, is an illustration of his fearlessness. Cannon, after a long session, approved the programme and promised to stand by the Speaker, but kept his counsel. It was to be a surprise alike to the Republicans and the Democrats. There was to be no council of war of the leaders, with prospects of friction and diviston, but a coup d'etat, pure and simple. If it succeeded it would prove a great thing in parliamentary history; if it failed everything on the hazard of a die.

What occurred when the Speaker counted a quorum in the contested election case then pending is known to every reader. The Republicans were panic-stricken. They thought Reed had gone daft. In the supreme moment of the uproar and confusion which ensued, Representative Anderson, of Kansas, a Republican member, rushed up to the Speaker's desk, and in the greatest excitement said:

"Reed, what in heaven's name are you doing?"
Reed smiled coldly, and told him he was counting those as present who refused to vote Anderson

Speaker's desk, and in the greatest excitement said:

"Reed, what in heaven's name are you doing?"
Reed smiled coldly, and told him he was counting those as present who refused to vote. Anderson was too dumfounded for a moment to speak. Then he said:

"It's the risklest piece of business I ever saw but if you have made up your mind to do it, by the gods, I'll stand by you!"

In discussing the matter with a friend afterward, the Speaker said that the words of Anderson convinced him that the Republicans would support him in his position. He was right. There was a quick rally among his party associates, and in a short time the political lines were tautly drawn on the question of sustaining the Speaker, and he won.

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